



## CITY OF LODI

## COUNCIL COMMUNICATION

**AGENDA TITLE:** Lower Sacramento Road at Vine Street Traffic Design Phase

**MEETING DATE:** September 20, 1995

**PREPARED BY:** Public Works Director

**RECOMMENDED ACTION:** That the City Council appropriate \$12,000 for the design (study) phase of the traffic signal installation project at the intersection of Lower Sacramento Road and Vine Street.

**BACKGROUND INFORMATION:** The intersection of Lower Sacramento Road and Vine Street has been the source of many citizen complaints, both to City staff and the Council. The complaints focus on the need for a traffic signal to improve access from Vine Street. This is a reasonable observation as this intersection meets the State's minimum criteria for installation of traffic signals. Even with this minimum criteria, a clear need for establishing right-of-way with an expensive traffic signal should be instituted. Given the volume and speed of traffic on Lower Sacramento Road, and the role of both streets in the City's circulation system, a signal is appropriate.

However, the City has fourteen other intersections that also meet the minimum criteria. To provide additional criteria for making the decision to install traffic signals, many years ago the City Council adopted a priority system that assigned points to various factors, such as traffic volumes, accidents and speed. This system established the signal priority "list". The list was last updated in 1991. Since then, seven signals have either been installed or are in design. The 1991 list and status of the intersections is shown in Exhibit A.

Staff planned to update the priority study during 1995/96. This update is a major engineering effort that involves taking many traffic counts, analyzing accident data and preparation of a report. To aid in this effort, we investigated the possibility of having an outside firm take the traffic counts. One advantage of this approach would be that all the counts would be taken in a short time frame, thus avoiding seasonal variations. The disadvantage is the out-of-pocket cost of approximately \$8,000. Our decision was to fit in the study along with our other work. This means that the study would not be completed until late next year.

This delay is probably unacceptable to those who wish to see the signal installed, particularly since there is no guarantee that this location would be selected for the next installation. The decision as to which location on the list actually gets installed has also depended on various other factors such as availability of certain types of funding (such as railroad protection at Turner Road/Mills Avenue) and plans of other related projects. For example, the top two intersections on the list have been delayed for the Lockeford Street widening project and sight distance improvements have been made as an interim measure. Similarly, the Lower Sacramento Road/Vine Street signal has been on hold in order to

APPROVED: \_\_\_\_\_

THOMAS A. PETERSON  
City Manager



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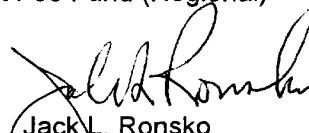
coordinate the installation with the Lower Sacramento Road widening project. While preliminary engineering on this project is due to start in 1995/96, it would still be a few years before the signal is installed as part of the widening project.

We should also note that traffic volumes on Lower Sacramento Road have increased from approximately 12,000 per day, as counted in 1991, to over 14,000 in 1994, a 17% increase. While this does not have a major effect on the priority points, it certainly is perceived by motorists as a problem and increases the accident potential.

Given all these factors, staff is comfortable with proceeding on the signal installation. There are various design measures we can use to minimize the amount of signal improvements that would need to be relocated or replaced with the widening project. We also recommend that the design be done by the firm already under contract to design the Turner Road/Mills Avenue signal/railroad crossing protection project. While staff could do this design, it will take away from our ability to work with the traffic and street design issues accompanying the Central City Revitalization Project.

The overall signal project funding can come from the Street Fund, including up to 50% from the Street Development Impact Mitigation Fee Fund. We will attempt to obtain a Measure K grant for the other 50%. Our recommendation for funding for this phase of the project is to use 100% impact fees and adjust the final split at the next project phase. The recommended amount is \$12,000 to cover the outside engineering services and incidental staff time and expenses.

FUNDING: \$12,000 Street Development Impact Fee Fund (Regional)



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Public Works Director

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JLR/RCP/lm

Attachment

cc: Accounting Manager  
Associate Traffic Engineer

**EXHIBIT A**

<b>Rank</b>	<b>Intersection</b>	<b>Score</b>	<b>Status</b>
1.	Lockeford/Stockton	485	On hold for Lockeford St. widening
2.	Lockeford/Sacramento	460	On hold for Lockeford St. widening
3.	Turner/Stockton	338	Installed
4.	Lower Sacramento/Vine	314	On hold for LSR widening
5.	Cherokee/Tokay	273	
6.	Harney/Stockton	270	On hold for adjacent development; Stockton, Harney widening
7.	Lodi/Mills	242	
8.	Lower Sacramento/Woodhaven	239	Installed - special Federal funds
9.	Kettleman/Central	239	Installed
10.	Kettleman/Crescent	234	
11.	Turner/Mills	233	In design - special railroad protection funds
12.	Pine/Stockton	218	
13.	Harney/Ham	195	
14.	Mills/Elm	190	
15.	Turner/Edgewood	186	
16.	Cherokee/Hale	182	Installed
17.	Ham/Century	172	
18.	Cherokee/Vine	148	
19.	Hutchins/Pine	141	
20.	Cherokee/Elm	89	